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Good Morning! It's Tuesday, February 16, 1982

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Chris Wilkins

Harnessing energy

Taking advantage of the unseasonably warm weather, brothers Tom and Mel Crane hitched up the team and took their families for a ride on Route N south of Columbia. Tom, left, and son Travis, middle, live at Route 4, while Mel, right and nephew Robert, rear, live in Ashland. Conditions will be good for more open-air traveling this week, with weather forecasters expecting highs in the 50s today and Wednesday.

Bond issue, tax increase plan criticized

By Paul Shannon
Missourian staff writer

Only two people showed up two weeks ago for the first public hearing on the bond issue and sales tax increase proposed for the April ballot. But at Monday night's hearing, nearly 100 people packed into council chambers to debate the proposals for more than two hours.

The council was broadsided by demands for amendments to the bond issue. Many of those present were openly hostile to the prospect of an increase in the city's sales tax.

At the end of the two-hour hearing, the council gave the bond issue and sales tax increase its unanimous support and agreed to place the proposals on the April 6 ballot.

In the wake of state and federal budget cuts, the city faces an esti-

mated \$16.4 million deficit over the next four years. The bond issue and sales tax increase were proposed by the council as a way to offset these cuts and to finance capital improvement projects.

The \$8.4 million bond issue, which would fund the projects, will appear on the April ballot as five separate measures. They are:

- ✓ \$790,000 for renovations at the Columbia Regional Airport.

- ✓ Over \$6 million to upgrade city streets and bridges.

- ✓ \$445,000 to build and equip a new fire station.

- ✓ \$500,000 to beef up the community warning system.

- ✓ Nearly \$3 million to improve several city parks.

The half-cent sales tax increase would net \$2.7 million a year for the city. Almost \$1 million of this would

be used to finance the debt incurred by the bond issue.

According to a resolution of intent passed by the council before the hearing, the remaining \$1.7 million would be used to reduce property taxes from 73 cents to 40 cents per \$100 assessed valuation, to add another police district to the city, to increase the city's allocations for beleaguered social service agencies, to boost the city's bus system and to hire several firefighters for the new station.

Bill Moyes, 2703 Graymore Road, said when the city refused to buy the Baptist Temple for a senior citizens center, many older people in the community lost heart. He asked the council to show that it had concern for these older people by putting a measure on the ballot that would fund a senior citizens center.

A senior citizen asked for all those who would vote for the measure to stand.

Nearly all the people in the room got up.

Fourth Ward Councilman Pat Barnes, impressed by the show of support, asked for emergency legislation that would add the senior citizens center to the bond measure proposed to fund the city parks. The council unanimously approved the legislation.

Those who spoke on the sales tax increase did not get such cooperation.

Dr. Michael Rosenthal, 103 Longfellow Lane, called the tax increase an incredible burden for the poor.

"I know you are going to pass it — because it is politically palatable — but I want you to know that I object to it," he said.

Council to pursue anti-smoking plan

By Susan Atteberry,
Gary Castor and Kevin Mattimore
Missourian staff writers

A proposed anti-smoking ordinance for Columbia may not be just another pipe dream.

The City Council Monday night unanimously directed the Columbia Board of Health to investigate and plan, with the city staff's aid, an anti-smoking ordinance. Board Member Carl Roberts presented to the council a Feb. 3 letter from

Chairman Andrew Twaddle. The letter asked for the council's permission to document health risks of smoking, study anti-smoking ordinances from other cities and develop a proposal for a Columbia ordinance.

Unlike a 1975 anti-smoking ordinance, the proposed ordinance would not completely prohibit smoking in public places, the letter says.

Third Ward Councilman Pat Barnes (See AGENCY, Page 8A)

Battered oil rig sinks; 84 workers feared dead

ST. JOHN'S, Newfoundland (UPI) — Beaten by 50-foot (1,500-centimeter) waves, the world's largest oil rig sank in the storm-tossed northern Atlantic Monday. After an all-day search, rescuers abandoned any hope of survival for the 84 crewmembers, including 15 Americans.

Helicopter pilot Capt. Mike Clarke said there was no sign of life — "none other than sea gulls" — when he flew over the site where Mobil Oil Canada's 35-story-high Ocean Ranger sank in heavy seas 170 nautical miles southeast of St. John's.

Clarke said he saw only "a few bodies floating around, a couple of life rafts and various debris." Other pilots said the only visible signs at the site of the world's second-worst oil rig disaster were marker buoys and an anchor.

"Mobil certainly cannot hold out much hope for survivors," Mobil president William Mason said after search aircraft returned to base at nightfall.

A Mobil supply tug got close enough to all three lifeboats for the crew to see through the side port-

Hope for survivors abandoned

holes. Two were empty and there were two bodies in the third, one of which was recovered before the heavy swell carried the craft out to reach, Mobil said. It was the only body yet recovered.

Mobil said a "provisional breakdown" indicated the rig was manned by 52 Newfoundlanders, 16 other Canadians, 15 Americans and one British citizen.

Mobil said the drilling crew evacuated the \$50 million rig at 12:15 p.m. CST after sending a "Mayday" signal reporting a 15-degree list. Mobil operations manager Steve Romansky said a half-hour later "there were no sightings of the rig either on radar or visually."

The Ocean Ranger was the largest semi-submersible drilling rig in the world, measuring 398 feet long (11,940 centimeters), 262 feet wide (7,960 centimeters) and 357 feet high (10,710 centimeters). One hundred feet (3,000 centimeters) of it floated above the water. It had been drilling

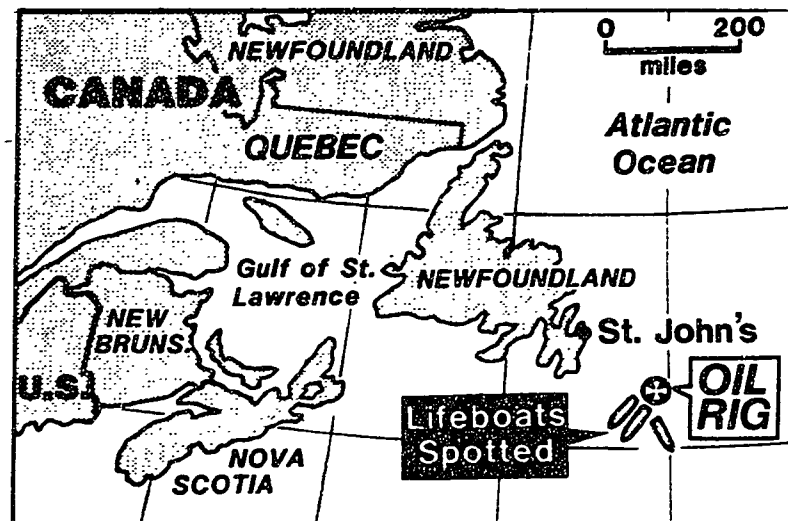
for 14 months in the oil-rich Hibernia field.

It was the second worst oil rig disaster in history. On March 27, 1980, 123 workers died when an oil platform collapsed in the North Sea. Seventy crewmen were killed when a rig toppled into China's Bo Hai Gulf Nov. 25, 1979.

A fleet of planes, Coast-Guard vessels and the bulk carrier "Gadus Atlantica" battled turbulent seas to reach the area, but Coast Guard Capt. Robert Alford said the rescue efforts were severely hampered by the vicious storm that threw up 50-foot high (1,500 centimeters) waves.

Within hours, Romansky said "three lifeboats, one raft and several bodies and debris were sighted" within a five-mile (eight-kilometer) radius of where the rig was sinking an exploratory well, Hibernia J34, into the Grand Banks.

The rig had been equipped with about a dozen life rafts and three fiberglass lifeboats, torpedo-shaped



vessels which had a covering hatch. Mobil said one of the lifeboats was spotted "in a capsized position." Another one was "stern down," Mobil said, indicating both had taken on water.

Mobil official Susan Sherk acknowledged the "Ocean Ranger" had experienced a five-degree list last week when one of 16 supporting pontoons "went slightly out of balance, letting water in or out."

Mobil executives insisted, however, "there was no connection between what happened and the incident of last week." Romansky said the "simple problem" last week was caused when "a valve was inadver-

tently left open." He said it was "a human error, which was quickly rectified."

The American Bureau of Shipping gave the rig a "total inspection" only last June, Romansky said.

The Ocean Ranger is a semi-submersible oil rig that gets its stability from pumping seawater into ballast tanks. The rig uses propellers to direct itself and floats without the benefit of anchors or legs set on the ocean bottom.

Industry officials said a rig of this type is abandoned when it lists 15 degrees because it tips over at 18 degrees.

Rights panel ineffective, report says

By Paula A. Poda
Missourian staff writer

The powers of Columbia's Human Rights Commission may have to be reduced in order to provide adequate protection from discrimination, according to a report submitted to the City Council Monday.

The report, written by City Counselor Scott Snyder, says the commission's current structure battles ineffectively with discrimination.

"It is my judgement that the current structure . . . only serves to confuse persons being discriminated against with the 'appearance' of protection."

Snyder says the commission's ineffectiveness results from its inability to award monetary damages in cases of rent discrimination and from the commissioners' lack of legal knowledge.

He recommended that the commission be restricted to advising claimants and mediating disputes. The revamped commission would (See LEADER, Page 8A)

Pilot admits sending jet into Tokyo Bay, investigators say

TOKYO (UPI) — The pilot of a Japan Air Lines DC-8 that crashed in Tokyo Bay, killing 24 passengers, underwent psychiatric tests Monday. He admitted he felt sick and pushed the control stick forward moments before the disaster, investigators said.

The co-pilot, who also survived the Tuesday crash, has told investigators he tried in vain to keep the plane from crashing after Capt. Seiji Katagiri pushed the control stick forward, sending the plane into a dive moments before it was due to land at Tokyo Airport.

Investigators who replayed the plane's black box recording said they heard the frightened voice of co-pilot Yoshifumi Ishikawa shouting, "What are you doing, captain, please stop it."

Both men underwent further questioning in their hospital beds but investigators said Katagiri, 35, appeared to be suffering from lapses of

memory and at times was unable to speak.

However, they quoted him as saying, "I pushed forward the control stick when the plane was in a landing position. I was in bad shape and felt nausea."

Katagiri, who was once grounded for a year for what investigators said were psychosomatic disorders and chronic gastritis, said "I don't remember" when asked if he put the plane's engines in reverse before the crash as Ishikawa said he did.

Investigators from Japan's Transport Ministry said two of the plane's four engines, recovered from the crash site, were found in a reverse mode of operation.

JAL officials said Katagiri became a DC-8 pilot in December 1979. After his grounding he resumed flight duties in August 1981 as a co-pilot and regained full pilot status in November.

In town today

Noon University Club luncheon with U.S. Rep. Harold Volkmer speaking on the effects of budget cuts on higher education, Rooms N214 - N215, Memorial Union.

6:05 p.m. University women's basketball against Central Missouri State, Hearn Center.

7 p.m. Columbia Youth Advisory Commission meeting, County-City Building, 701 E. Broadway, County Courtroom.

7:30 p.m. Columbia Bike Commission meeting, County-City Building, 701 E. Broadway, fourth floor conference room.

7:30 p.m. Columbia Human Rights Commission meeting, 206 Fourth Ave.

7:30 p.m. Sierra Club presents an update on the Clean Air Act, Columbia Public Library.

8:05 p.m. University men's basketball against Iowa State, Hearn Center.

Insight

Funding for basic science research escapes big cuts in Reagan budget

By Aileen Abernathy
Washington bureau

WASHINGTON — University scientists can breathe a sigh of relief. President Reagan's proposed budget for fiscal 1983 does not contain the deep cuts in basic research that many had predicted, although funding for most programs is failing to keep up with inflation.

The National Science Foundation, one of the major supporters of non-medical scientific research, would receive \$984 million for basic research, an 8 percent increase over the current year. Basic research produces new information and better understanding of natural phenomena, which may then be put to practical use.

Foundation funding at the University has been on the decline. During the University's 1980-81 fiscal year,

the agency provided \$1.14 million for research, 29 percent less than the previous year. For the first six months of the current year, funding was only \$500,000, said Paul Keenan, director of the University's research program services.

Budget cuts are one reason for the decline, Keenan said. Another is that fewer University researchers are submitting grant proposals, a trend that has been noticed nationwide.

They believe that there is not any money available and that it would be a waste of time to apply, he said. The foundation has experienced a 25 percent drop in grant applications this year.

The foundation's total budget for fiscal 1983 would be \$1.1 billion, a 7.7 percent increase over the \$996 million provided for 1982. Although this is above the 6½ percent inflation rate, the budget has grown only 10

percent since 1960.

"NSF's budget request was developed within the context of the president's economic recovery program," said foundation director John Slaughter. "All activities were carefully reviewed to ensure that those funded would provide the largest possible return on the dollars invested." Engineering and the physical sciences received the largest increase in the foundation's new budget. Special emphasis is being given these areas — especially the computer sciences — because of their potential military and industrial applications. They received a 9.5 percent increase, which represents real growth, Slaughter said.

The biological sciences obtained 7 percent more money for 1983. Even the social sciences, administration (See SOCIAL, Page 8A)